



DEC 2015 DRAFT

BikeRaleigh Plan Update

Appendix B: Public Engagement

DRAFT

Public Involvement

The Raleigh Bike Plan Update project team implemented a multi-faceted public engagement strategy using a variety of components and techniques. The goals of the public engagement strategy included engaging a broad and diverse array of Raleigh residents, businesses, and property owners and ensuring that the update reflects the priorities and interests of all Raleighites. Specifically, efforts were made to solicit input from those who would be unlikely to seek out a bike-related event.



Business cards were developed with a link to the user survey and a QR code to the project website.

COMMENT FORM/USER SURVEY INSTRUMENT

Print and electronic comment forms were used to survey the Raleigh community about their interest in cycling, assessment and use of existing facilities, preference for improvements/new facilities, and general opinions on biking in the city. Print forms were available at all engagement activities described below. Electronic surveys were promoted via the project website and social media. Results are provided in this appendix.

ONLINE ENGAGEMENT

Multiple online outlets were used to share and solicit information about the Raleigh Bike Plan Update:

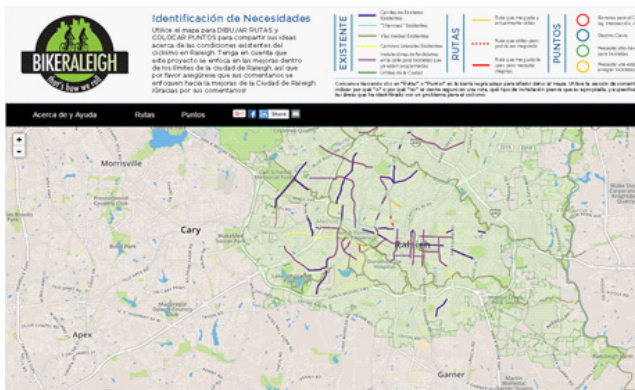
- » Project website (www.bikeraaleigh.org)
- » Social media (Twitter @RaleighMoves, hashtag #BikeRaleigh, Instagram @RaleighMoves)
- » Comment forms/surveys (link to 1st survey?, <http://poll.cityzenapp.us/Project/Index/1044>)
- » Interactive map (<http://wikimapping.com/wikimap/raleigh.html>)

SPANISH OUTREACH

Targeted outreach was undertaken to involve the Spanish speaking population of Raleigh. The comment forms, interactive map, and several social media posts were translated into Spanish. Posters with a web link and QR code for the online comment form were displayed at several locations throughout Raleigh, including El Mandado Supermarket, Balcazar Bakery, and Mami Noras restaurant. In addition, one of the public engagement meetings was held at the Viva Raleigh Festival.

Clockwise from the top:

Viva Raleigh Festival outreach; Spanish version of the user comment card; and an interactive online map in Spanish to get specific input.



- | | |
|--|---|
| <p>1 ¿Cómo considera las presentes condiciones del ciclismo en Raleigh?</p> <p>Excelente Regular Deficiente</p> | <p>3 ¿Qué tipo de ciclista es usted?</p> <p>Con mucha experiencia (Estoy cómodo en cualquier ambiente de carretera) Entusiasmado y Seguro (Soy seguro pero prefiero tener separación del tráfico) Interesado pero Preocupado (No monto la bicicleta al menos que haya una separación del tráfico completo) De ninguna manera (No me encontrará en una bicicleta)</p> |
| <p>2 ¿Qué tan importante es para usted mejorar las condiciones del ciclismo en Raleigh?</p> <p>Muy importante No es tan importante No es importante</p> | <p>4 ¿Para qué tipo de ciclista la ciudad de Raleigh debería de estar planificando?</p> <p>Con mucha experiencia Entusiasmado y Seguro Interesado pero Preocupado De ninguna manera</p> |
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PROJECT WEBSITE: BIKERALEIGH.ORG/BIKEPLAN



- | | |
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From the top: Artsposure outreach; Chavis Park "Dancing in the Park" outreach.

PUBLIC ENGAGEMENT - PERIOD 1

The focus of the first set of public engagement meetings listed below was to spread the word about the update to the Raleigh Bike Plan and encourage the public to fill out the first set of comment forms. Project maps and information boards were on display at the meetings, including interactive boards that allowed the public to place a sticker identifying what type of cyclist they are (highly experienced, enthused and confident, interested but concerned, or no way no how) and which type of cyclist the City should design its roadways for. Citizens were encouraged to mark their ideas on the maps. Numerous "giveaways" were handed out (e.g., bicycle maps, greenway maps, stickers, keychains, and safety lights).

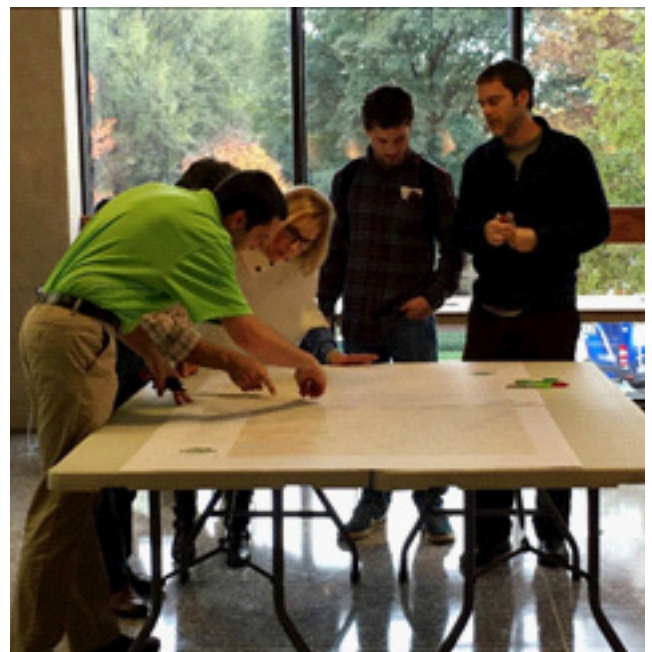
- **Artsposure Festival, Friday and Saturday, May 15th and 16, 2015:** City Plaza, downtown Raleigh. Artsposure is an annual, family-friendly spring festival that showcases the work of national and local artists. Visitors to the festival had the opportunity to obtain information on the Bike Plan Update at a BikeRaleigh booth.
- **Viva Raleigh Festival, Saturday, June 13, 2015:** Green Road Community Center, Northeast Raleigh. The festival is put on by the City of Raleigh annually to allow residents to learn about services and programs offered by the City and area nonprofit organizations. Visitors to the festival had the opportunity to obtain information on the Bike Plan Update at a BikeRaleigh booth.
- **Hillsborough Street YMCA, Thursday, July 9, 2015:** The project team set up a booth area in the YMCA lobby/entranceway. The team intercepted people (approximately 75) in their normal routine of coming to the YMCA. Visitors were able to learn about the Plan and provide input on maps and boards.
- **Dancing in the Park Wellness Event, Monday, July 13, 2015:** Chavis Park, Southeast Raleigh. Dancing in the Park is a free health and wellness event hosted by the Raleigh Parks and Recreation department, with a live DJ and fitness instructor, aimed at improving cardiovascular health and reducing obesity. Event participants (approximately 80 people) had the opportunity to obtain information on the Bike Plan Update at a BikeRaleigh table.

PUBLIC ENGAGEMENT MEETINGS - PERIOD 2

The focus of the second set of public engagement meetings listed below was to present a draft of the Raleigh Bike Plan Update and solicit input from the public on the recommended improvements. An open house format was used to allow visitors to spend time at several poster boards and large-scale maps, with the opportunity to ask questions of project staff. One poster board presented information on the development of the Bike Plan and update process, while two others were used to solicit votes (by sticker) on preferred existing and proposed bicycle programs (for safety, fitness, and advocacy). Two large-scale maps displayed existing and recommended bicycle infrastructure (one of the downtown area and one of the entire city).

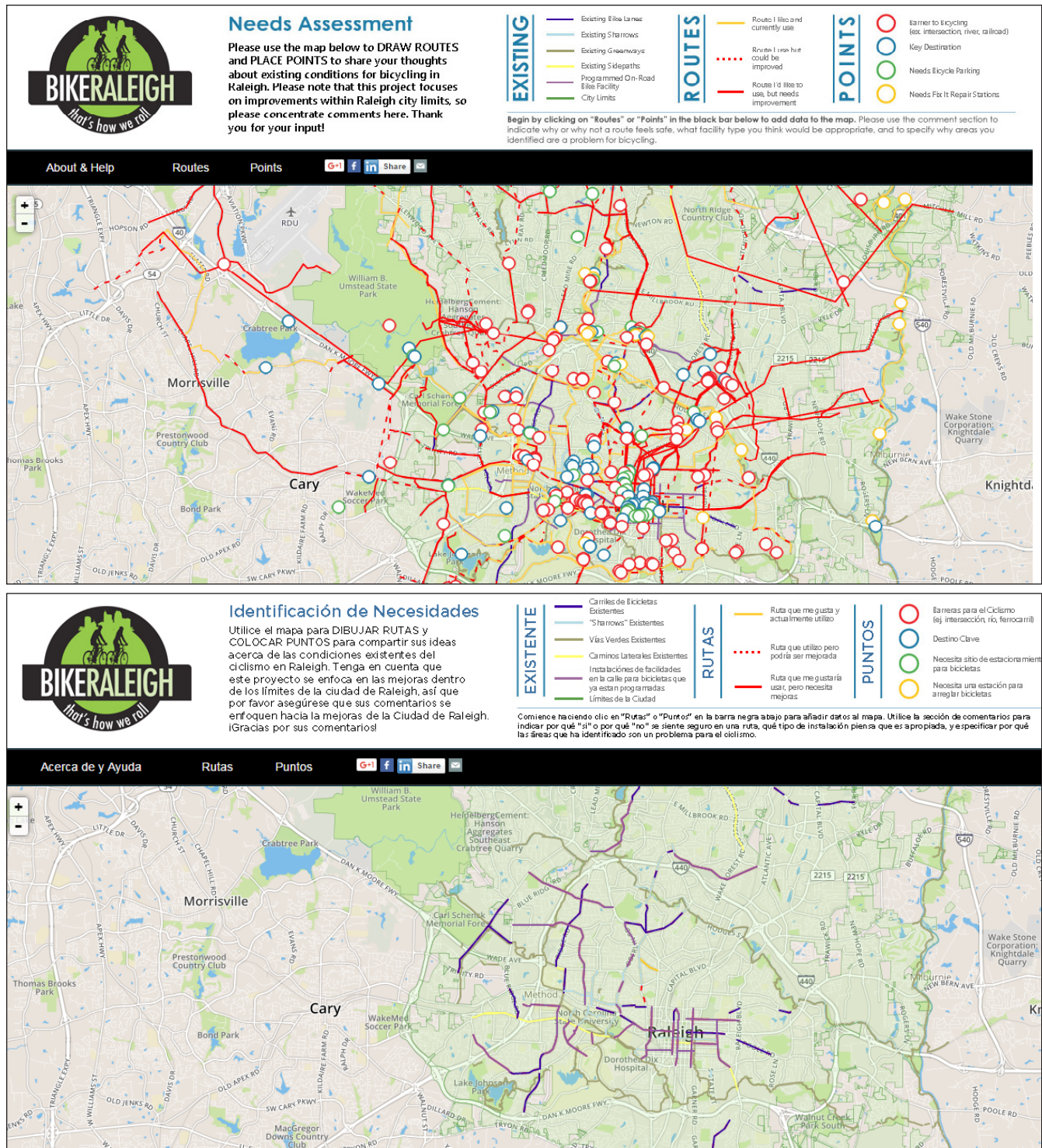
- **Open House/BPAC Meeting, Monday, November 16, 2015:** Raleigh Municipal Building, downtown Raleigh. This open house was immediately followed by a Bicycle & Pedestrian Advisory Commission (BPAC) meeting in the City Council Chambers. Attendance was 18.
- **Open House, Tuesday, November 17, 2015:** Green Road Community Center, Northeast Raleigh. Attendance was 5.
- **Open House, Thursday, November 19, 2015:** Lake Lynn Community Center, Northwest Raleigh. Attendance was 5.

The photos below are both from the BPAC Open House event held on November 16, 2015.



INTERACTIVE MAP INPUT

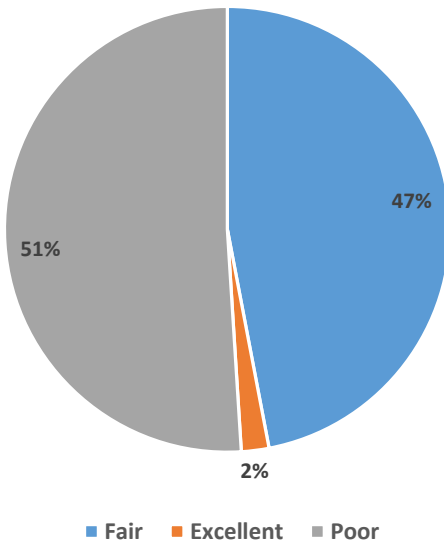
Online map input was received through CommunityWalk, an online interactive map tool. Residents were able to add lines and points with comments identifying areas and routes where they recommended improvements. The outcome map results can be seen below (both the English and Spanish versions). All comments were linked to a GIS layer in an attribute table that was reviewed during the recommendations development.



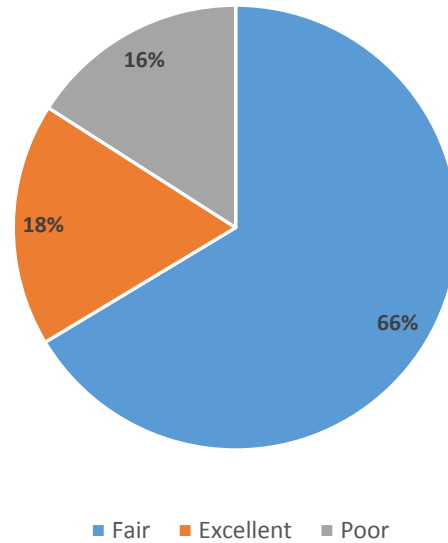
PUBLIC COMMENT FORM RESULTS

Comment forms were provided in both hardcopy and online formats. The results are presented below. Approximately 450 Raleigh residents participated. A comparison of results from Question #1 of both the 2009 Plan's comment form and 2015 comment form is shown immediately below.

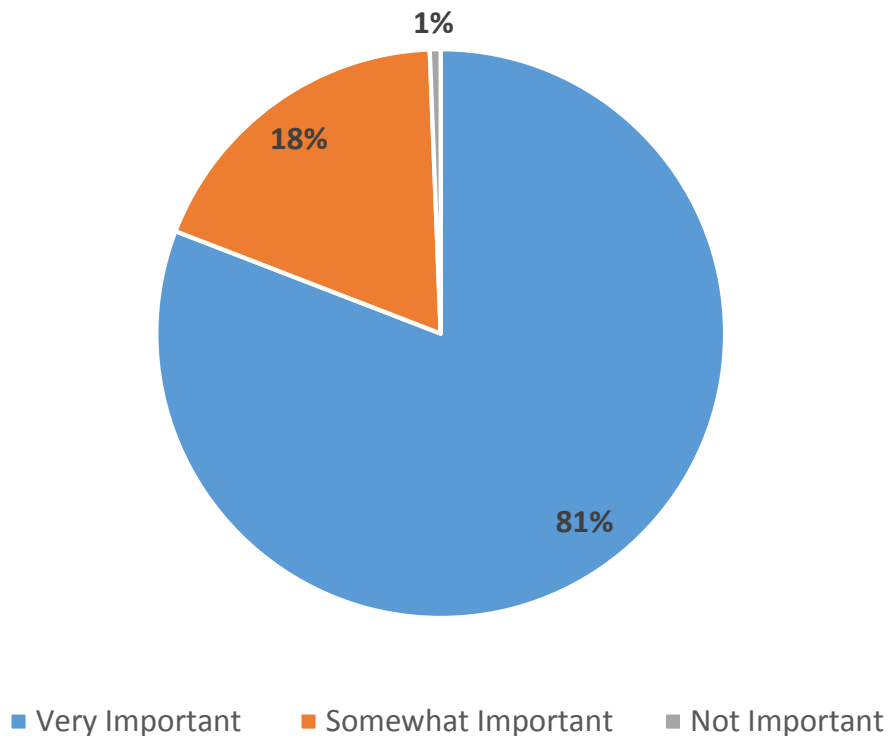
2009: How do you rate bicycling conditions?



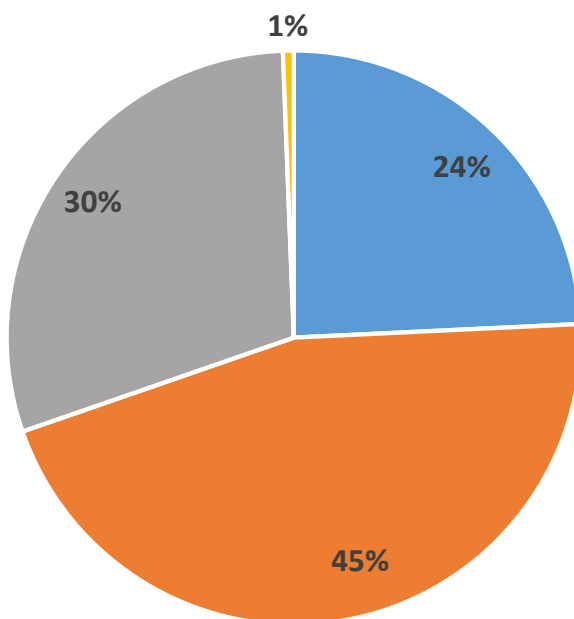
2015: How do you rate present bicycling conditions in Raleigh?



How important to you is improving bicycling conditions in Raleigh?

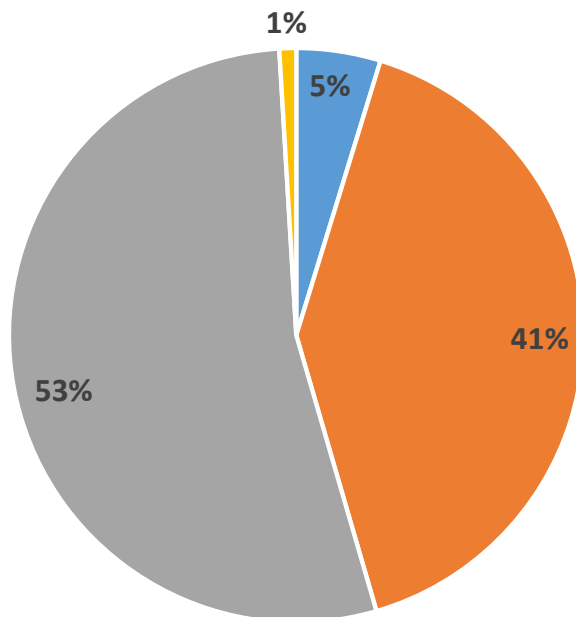


What type of bicyclist are you?



■ Highly Experienced ■ Enthusied and Confident ■ Interested but Concerned ■ No Way No How

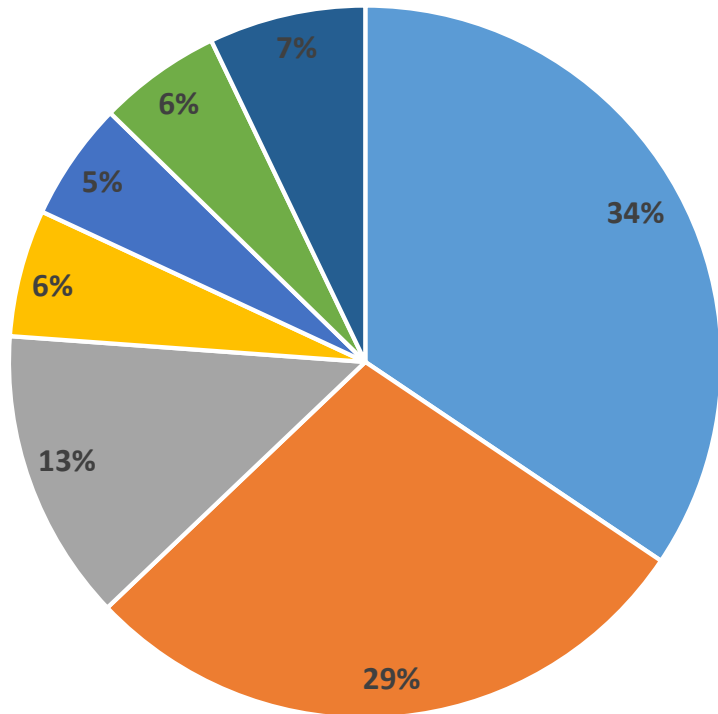
What type of bicyclist should the City be planning for?



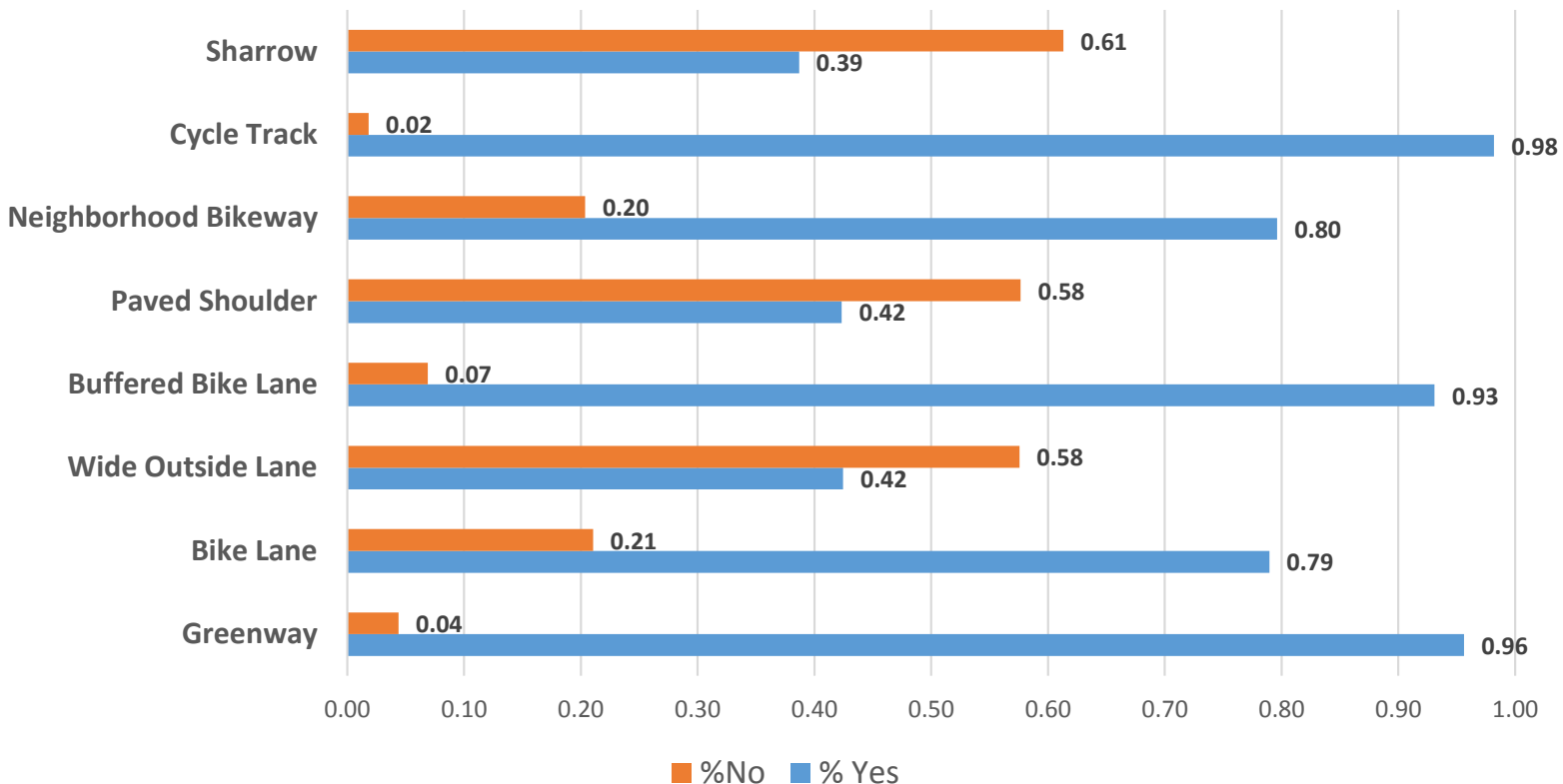
■ Highly Experienced ■ Enthusied and Confident ■ Interested but Concerned ■ No Way No How

What do you think are factors that most discourage bicycling in Raleigh?

- Vehicle traffic
- Lack of bicycle lanes and greenways
- Lack of information about where bicycle lanes and greenways are located
- Lack of time/interest
- Lack of amenities
- Lack of nearby destinations
- Personal safety concerns



I would bike to work, the store, to school, or a greenway if this was my route to get there.



Which three roads are the most important for making improvements for bicyclists?

Glenwood - 55
 Hillsborough - 46
 Capital - 37
 Wade - 23
 Six Forks - 23
 Peace - 22
 Atlantic - 19
 Western - 18
 Person - 15
 Wake Forest - 14
 New Bern - 11
 Falls of Neuse - 11
 Millbrook - 11
 Creedmoor - 10
 Blue Ridge - 10

| I would bike more if | My favorite place to bike in Raleigh is | The most difficult place to bike in Raleigh is |
|--|--|---|
| There were bike lanes | | Inside the beltline |
| I liked in Beaufort, NC | Somewhere flat | Downtown, because I am afraid of cars that don't pay attention |
| Seat wasn't so hard | Umstead park | On and in parks |
| I had a bike | Somewhere easy and flat | In heavy traffic areas |
| If we had a bikeshare program, more protected lanes and a more bike friendly and aware population | Hillsborough St and round Cameron Village, and all greenways | Busy streets, cars and trucks, with no bike facilities |
| I had less kids | Greenways, Crabtree, Walnut Creek and Neuse River | Hillsboro St and Hwy 54 |
| If my kids were older | Greenways | |
| I am biking more! Loving the development of Raleigh bike culture | Downtown Raleigh (all over) | Wake Forest Rd where it continues into Atlantic. Cars speed like crazy/potholes are bad |
| I could recover faster | Neuse River trail | North Shelly lake to the Dam |
| There were more bike racks (especially downtown), more dedicated lanes, medians to be able to ride with children | Greenways | Around downtown |
| There were more quality bike lanes that connected and created several route to get around the whole city | The greenways | Most places have their dangers and difficulties |
| Cars were more courteous, more education needed | Greenways, side streets | Main roads and bus routes |

| I would bike more if | My favorite place to bike in Raleigh is | The most difficult place to bike in Raleigh is |
|--|--|---|
| I worked less and had more money | A toss-up between out to Umstead and out to Clayton via Neuse | Where traffic is most busy and bike lanes are not available |
| My friends would go with | Bars, 286, grocery store | Tryon Rd and Lake Wheeler Rd |
| I felt safer as far as traffic goes. If Raleigh were more bike friendly | Neuse river greenway, well maintained and less debris than older greenways | On most roads shared with cars |
| It was flat! | Greenways | Wade Ave |
| It felt safer | Trails and greenways | Transitions are poor (lengths of road that come out of nowhere that aren't bike friendly) |
| All roads had bike paths or it was officially ok to ride on sidewalks | On the greenway and downtown | North Hills |
| There were separate bike "roads" i.e. cycle tracks | Small quiet neighborhood | Hillsborough st, Wade Ave, Glenwood, basically any busy street |
| There were more bike lanes | Art to the heart | Corridors without bike lanes or multimodal accommodation |
| I had more bikes | Five points | Wade Ave |
| Streets were better shaded from hot sun | Reedy creek/greenways, House creek | Northeast Raleigh, Capital Blvd, corridor between beltline and Durrant Rd |
| I had more time, more sidewalks, and cars were slower | To art museum and on Hillsborough St | Any large road, Western, Capital, Wade |
| The roads had more bike lanes | Greenways | On major/medium traffic roads |
| Felt safer from the traffic | | |
| There were more bike lanes on streets connecting the downtown area to the greenway | Greenway (Crabtree) | St. Mary's/Peace - Lassiter Mill where it gets narrow. Sharrows are inadequate for the traffic volume on this street |
| More bike lanes | Greenways | |
| I felt safe. Drivers treat bikes like we are in the way | Greenway, neighborhoods | Hillsborough St. Drivers are very aggressive especially on right turns |
| My job didn't take me out of town 5 days a week | Bike paths around museum of art | Glenwood Ave or capital Blvd. |
| If speeds were lower | | East of Raleigh Blvd.! |
| Intersections were safer | Umstead, falls of Neuse river greenway, ATT | NW Raleigh |
| City designated bike routes were marked to alert motorists to yield and be careful | Umstead park, Crabtree creek trail, house trail, falls of Neuse trail | Duraleigh road north of wade rd, lynn road between NC 70 and Wake Forest rd, Strickland rd between Leesville rd and Falls of Neuse rd |
| There were more greenway trails and bicycle lanes | Out in the rural areas (where there is not as much traffic) | On roads such as Glenwood Ave |

| I would bike more if | My favorite place to bike in Raleigh is | The most difficult place to bike in Raleigh is |
|--|---|---|
| There existed a safe, designated bike path that is well lit | Umstead park area | Glenwood |
| There were shoulders on all roads with 35 mph and up speed limited | Reedy creek, trinity rd area | From my house in NW Raleigh, I have drive a few miles to park where it's safe to ride. I drive to St. Francis Ch, Olde Raleigh shopping center and blue jay park so I can ride on accommodating roads |
| There were direct east-west and north-south on road bicycle facilities | Ridge rd, North hills/country club hill | Northeast Raleigh, northwest Raleigh |
| Safer trail | South side of south saunder rd | Done know |
| Joined by bicycle enthusiasts | Neuse river trail (east) | Inner Raleigh on poorly marked bike designated areas |
| There were beginner bike clubs for novices to the road | on trails | Near NCSU |
| More bike lanes/trails throughout southeast Raleigh | Greenway trails, Avent Ferry rd | Southeast Raleigh |
| Cars share the road | Around my neighborhood | Main roads |
| I had a bike | In the park | In the city |
| I owned on | In the culs-de-sac | Everywhere in city |
| I could find a bike, I have arthritis in my knee | Crabtree creek trail, Shelley lake area, Crabtree mall area | Not sure |

